

Kulis Land Use Plan  
Public Comments As of May 25, 2010

Comment	Response
Concerns regarding aircraft noise	
Way too much noise, as Kulis is basically attached to our neighborhood.	<i>The airport is an important transportation resource for the entire State, as well as an important economic engine for Anchorage. The airport properties were transferred to the airport from the federal government to support aviation use in Alaska. We acknowledge that airport operations can have noise impacts on the adjacent neighborhoods and we have a number of programs in place to minimize these noise impacts. The planning team has taken the neighborhood's noise concerns into consideration and has revised the Kulis reuse options to include lease areas for buildings between residential areas and all aircraft operation areas (aprons and taxiways) so that hangars or other structures can be constructed to help block some of the aircraft noise. The airport will also begin undertaking a Part 150 Noise Compatibility Planning Study in the second half of 2010, which will help to identify potential noise mitigation measures at the entire Anchorage Airport.</i>
If both State and Federal government operations were moved to Kulis, the noise level of these operations would be very little.	
I would like to be sure my neighborhood is protected from increases in noise.	
Aviation activity currently transmits noise to the neighboring community.	
Kulis is a terrible area for both small and for heavy, large aircraft (noise produced by larger aircraft impacts neighbors).	
Helicopter traffic from Kulis has been very respectful of the neighborhood.	
The commercial helicopters at South Air Park are not as bad [as the military helicopter operations].	
Small aircraft are often very noisy.	
Airport neighbors bought homes with some recognition of noise, but the increase due to development is beyond what residents accepted as part of the conditions when buying.	
If the airport cannot control noise, it should not develop. Kulis will multiply that problem.	
South Air Park noise is worse than takeoff and landing noise for folks behind the school.	
Concerns regarding traffic and access	
The only way to drive out of our neighborhood is down Raspberry.	<i>Comment acknowledged.</i>
Air Guard Road formerly was access to Kulis.	<i>Comment acknowledged.</i>

<b>Concerns regarding traffic and access (continued)</b>	
Traffic has increased in the last three months.	<i>Comment acknowledged. There have been no major changes in airport operations in the last 3 months, but MOA traffic engineers have noted that the residential development occurring in the Sand Lake area is resulting in more traffic on Raspberry Road.</i>
The noise doesn't bother me as much as the uptick in the number of cars accessing the new South Airpark from Raspberry.	<i>As mentioned above, increasing development in South Anchorage is contributing more to increased traffic levels on Raspberry Road than airport operations. The airport will work with DOT&amp;PF and the MOA on road improvements along Raspberry Road as needed in the future.</i>
I am very concerned about additional commercial traffic on Raspberry Road.	
The increased traffic is a concern.	
Sight distance issues when trying to turn left from Air Guard Road and traffic coming to the east is moving too fast.	<i>We acknowledge the concern about the sight distance on Raspberry Road. This issue should be addressed when the State and MOA road engineers determine upgrades to Raspberry Road are needed.</i>
<b>Concerns regarding environmental impacts</b>	
The noise and air pollution and other impacts from this site are already a problem.	<i>We acknowledge the neighborhood's concerns about noise and odors. The airport has programs in place to minimize these to the extent possible for safe operations.</i>
During engine maintenance, there is air pollution when the wind is from the west.	
Odors/air pollution emissions generated near residential areas by aircraft operations.	
My husband and I are very interested in preserving the natural environment of our neighborhood.	
I would like to be sure that my neighborhood is protected from jet fuel odors.	

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Concerns regarding environmental impacts (continued)	
We're more worried about the loss of nature. No one wants to come out of our street and be faced with the rear view of a B737 running fifty feet from our front porch.	<i>We acknowledge the neighborhood's concerns about loss of vegetated areas between the airport and the residential area. We will continue to investigate the possibility of land swaps with the MOA or other options that may be able to address the protection of buffers between these areas.</i>
North end of Air Guard Road has flooded in past; this part of the road is lower and next to a bog. Seasonal water levels have been lower in recent years.	<i>Future development of Kulis would consider drainage impact to the adjacent neighborhood. If and when Kulis is fully developed for aviation purposes, the majority of the site would drain to the north to the existing storm drainage ditches alongside the east-west runway. Minor areas along the eastern boundary of Kulis that currently drain to the low point of Air Guard Road would mostly be unchanged. None of the conceptual development plans propose grading that would significantly change current stormwater quantities or area-wide drainage patterns. Potential for erosion would be considered in drainage design.</i>
Have been some problems in past of water pooling at low point of road, but has been better the last few years after Air Guard fixed a plugged drain.	
Concern about drainage and erosion from sloped areas.	
Kulis Land Use Plan needs to address how leveling/changing topography will affect drainage to the lower lying residential areas to the east.	
There is a drain just west of the property of the most northerly house on Air Guard Road. This drain is important at "break-up" time when melt water flows to the north. When that drain gets plugged, the melt water forms a large pond which comes to within two feet of my house. Also, there have been times when there have been very heavy rain falls which form ponds. One time the pond flowed into my crawl space. In the past, the Air Guard has responded to concerns with pond formation. The question now is who will be responsible when the Air Guard is gone?	<i>See above. After the Air Guard has vacated the site, call the airport for response to this drainage issue.</i>
Who is responsible for hazardous materials/contamination on the Kulis site?	<i>An environmental baseline study has been conducted by the Department of Defense. The existing known contaminated sites are closed or have been designated for no further action by the Department of Environmental Conservation. ANC has requested additional testing, especially since some of the buildings will be demolished and will expose areas previously inaccessible. The responsibilities related to potential environmental contamination will need to be addressed in the close-out documentation required as the land is returned to the airport's land inventory.</i>

<b>Concerns regarding impacts to trees, vegetation and natural buffers</b>	
Great concern exists about potential loss of trees and vegetation.	<p><i>We acknowledge the neighborhood's concerns about loss of vegetated areas between the airport and the residential area. ANC will continue to investigate the possibility of land swaps with the MOA or other options that may be able to address the protection of buffers between these areas.</i></p>
Take a clue from the new Strawberry Road upgrade. Make it pretty.	
Further development and elevation changes will contribute to further loss of the natural barriers.	
The existing tree buffer is not substantial, and the proposed new road would disturb what little buffer there is.	
The Air Guard has already made changes to its site and caused loss of trees and buffer to the neighboring community.	
Some trees were removed when the fence was built. There are not enough trees near my property.	
Retain the trees, visual and noise screening, and airplane setbacks on east boundary with neighborhood.	
<b>Concern about other impacts</b>	
I hope the proposed plans do not change the neighborhood dynamic too much.	<p><i>The airport is an important transportation resource for the entire State, as well as an important economic engine for Anchorage. We acknowledge that airport operations have the potential to have some impacts on the adjacent neighborhoods and we have a number of programs in place to minimize these impacts. However, the airport is tasked with using its land resources to support the aviation industry in Alaska and the U.S. The planning team has attempted to take the neighborhood's concerns into consideration and has revised the Kulis reuse options to include building lease areas between all aircraft operation areas (aprons and taxiways) and the residential area so that hangars or other structures can be constructed between them.</i></p>
I am very concerned about airport expansion that will affect my neighborhood.	
Concerns that noise, vibrations, fumes and traffic on Raspberry Road from Kulis today will continue or increase with redevelopment.	
Other issues for the Kulis Land Use Plan may include helicopter operations, dust, vehicle traffic during the transition period, earthwork/material mining of the site, light pollution, aesthetics.	
The last house on this road (Air Guard Road) gets the ugliest view.	
Vibrations from aircraft are an issue to the site neighbors.	
Getting helicopters out of Kulis would be good.	

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<b>Concern about other impacts (continued)</b>	
Concerned about the impacts of excavation and whether the change in slope will threaten my home.	<i>None of the proposed development options are expected to result in grading changes that would impact the slope stability of residential areas.</i>
<b>Comments on future use of the site</b>	
I think Kulis should never be replaced with large aircraft repair stations.	<i>FAA regulations require the airport to provide land for aviation operations that meet airport requirements and are consistent with the master plan. Therefore, it is possible that a large aircraft repair operation could occur at Kulis. If it were to be built, it would most likely be on the north side of the Kulis site. A large aircraft repair operation would most likely have less noise or air quality impact to the community compared to more active aircraft operations businesses and may be considered a more favorable use of the Kulis property near residential areas.</i>
We owe it to those who have gone before us to assign this special property that we consider tonight to an organization which will maintain and truly advance aviation.	<i>Comment acknowledged. We feel that the airport's ongoing use of the area for aviation purposes is consistent with the history of Kulis.</i>
I now ask that this special property be assigned to those who will fulfill future aviation advancement.	
We need to honor the history that Kulis served to establish and preserve.	<i>Comment acknowledged.</i>
I ask all to consider that Alaska history plus the architectural brilliance of this special land be used to make this special land and all that it has in buildings right here in the palms of our hands into a memorial of Alaska history.	<i>Comment acknowledged.</i>
I think it would be difficult to have small aircraft repair located at Kulis as single engine aircraft do not like to taxi across the field among heavy aircraft.	<i>Comment acknowledged.</i>
A repair station for light twin aircraft and small jets might work if you can find someone.	<i>Comment acknowledged.</i>

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<b>Comments on future use of the site (continued)</b>	
The State Fish & Game Troopers on the south end of Lake Hood and the Federal Fish & Wildlife located next door are located next to ADF&G. These are prime areas for general and small aviation operations. These agencies could easily be moved to free up more space for the public or small aircraft repair stations. They would fit in perfectly over in Kulis and would have room to expand.	<i>These operations have recently made significant improvements on their lease areas at Lake Hood and are not likely to be interested in moving to Kulis; however, the possibility does exist if they are interested.</i>
The FAA should move to Kulis as well, as they would utilize hangars to put wrecked aircraft in for investigations. They also have large classes for mechanics that one of the hangars could be used for.	<i>The airport would be open to FAA interest in the area.</i>
Would like to see the Kulis site used as a campus with an organization such as Embry Riddle or UAA using the site.	<i>The airport would be open to interest in the area from Embry Riddle. UAA currently has a significant investment in their facilities at Merrill Field and are not likely to relocate.</i>
Some buildings should lease 20 years non-aviation. That will give time to further assess the need.	<i>It is likely that some of the areas at the south end of the Kulis area will be leased for non-aviation uses for 20 years.</i>
Concerned about any changes to Air Guard Road.	<i>No changes are proposed to Air Guard Road.</i>
What has been the response of businesses to use/develop the Kulis site?	<i>The business interest survey found that businesses had more interest in Kulis than undeveloped airport lands, due to the existing infrastructure on Kulis. Approximately 20 people with a business interest attended the recent tour of Kulis. Actual use and development of the site will depend on cost, among other factors.</i>
Does the Kulis site appeal more to smaller airlines?	<i>The taxiway and taxilane group designations are likely to limit the size of aircraft that could use Kulis. The land at the far north end could potentially accommodate large aircraft (such as the Boeing 747), but the interior of the site would likely only accommodate smaller aircraft (up to Boeing 767s, MD-11s).</i>

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<b>Comments on future use of the site (continued)</b>	
Would helicopter use be allowed on the site?	<i>Helicopter use of the site is possible. ERA currently operates helicopters from its lot in the South Airpark. This works well as it keeps the helicopter operations away from the main airport operations area. ANC would evaluate helicopter operations on the Kulis site if someone requested this use, but the airport is not aware of any demand for new helicopter operations areas.</i>
If the strip of land on the east side of the site were to be part of a land swap between ANC and MOA, would the perimeter road be used or abandoned?	<i>A perimeter road is needed around airport property, but it is possible that it could be moved somewhat depending on possible land trades.</i>
<b>Comments on proposed options</b>	
As a community member, I believe development option 1 is best due to the way the runway and taxiways will be facing. There is no direct jet blast into the housing area.	<i>Comment acknowledged. All of the options have been revised to include lease areas/building sites between the aircraft operations areas and the residential area.</i>
Do not like Option 2 showing aircraft taxiing so close to neighborhood.	<i>See above.</i>
We hate option 2 [proposed development option 2 from 3-30-10 public meeting].	<i>See above.</i>
Long-term layout #3 seems to be the best plan to minimize noise and jet blast to housing and the community.	<i>See above.</i>
What public input is afforded the neighbors in Option #4?	<i>If a developer leased the entire Kulis site for redevelopment, the airport would ask the developer to meet with the community council to discuss proposed development plans.</i>
More clarification of the short-term and long-term development options is desired.	<i>Additional information on phasing will be provided in the draft plan.</i>



<b>Comments on proposed options (continued)</b>	
With Option 4, what control does ANC have on the size of aircraft using the site?	<i>The project team will explore that option further over the next few months and better clarify any restrictions that ANC may impose on use of the site by a third-party developer. The reason that option is included in the long-term development options is that ANC received interested from a party who presented a campus-style proposed use of the entire site. ANC wanted to be sure that an option for a single developer such as this was included in the alternatives. A party wanting to perform major redevelopment, as opposed to making use of the existing buildings and facilities, would undergo significant scrutiny.</i>
<b>Comments on how to mitigate impacts</b>	
Lighting impacts on adjacent areas: Airport needs to provide enforceable standards for details.	<i>The airport reviews proposed developments on the airport and works with the tenant in an attempt to minimize off-site impacts.</i>
Concern about aircraft noise mitigation - request that aircraft operating space not be developed all the way out to Raspberry Road.	<i>None of the proposed options shows development all the way out to Raspberry Road. The terrain changes in this area and likely continued use of the farthest south facility by the military limit how close development can get to Raspberry Road.</i>
We urge you to conserve a "tree barrier" between Raspberry Road and future development on Kulis lands.	
Leave treed buffer areas on south and east sides because trees reduce noise.	<i>Current plans do not show airport development any farther east than the existing perimeter access road. The access road may need to be maintained/improved, however, which could result in some disturbance east of the road. Airport grant restrictions limit the airport's ability to "lock up" land for non-aviation uses. The airport is continuing to investigate the potential of land swaps with the MOA or other options that may be able to address the provision of buffers along the airport boundary.</i>
Retain and enhance treed area between existing road and future road.	
Include a wide aesthetic buffer zone.	
Keep undeveloped area along east boundary between Kulis and neighborhood.	
The airport should dedicate some of the acreage coming under its control to natural environment/vegetation.	
Build a berm on the existing perimeter road and plant now so that 20-30 years of growth occurs before development occurs.	



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<b>Comments on how to mitigate impacts (continued)</b>	
Consider berm between homes on north end and future development since these homes currently have no terrain and fewer trees between them and Kulis.	See above. Current plans do not show airport development any farther east than the existing perimeter access road. The access road may need to be maintained/improved, however, which could result in some disturbance east of the road. Airport grant restrictions limit the airport's ability to "lock up" land for non-aviation uses. The airport is continuing to investigate the potential of land swaps with the MOA or other options that may be able to address the provision of buffers along the airport boundary.
Consider abandoning existing road along fence line or just use it for fence maintenance.	
I am concerned that building this road means clearing the tree buffer. Trees don't block all that much noise - but they do block a view. Please consider moving that eastern road further to the west. Even an easy 20 feet would provide some natural buffer.	
Could the proposed roadway be moved further to the west?	
Consider buying out homes for property owners nearest aviation development on the north end.	<i>The airport is not currently considering buying homes.</i>
Take a clue from the new Strawberry Road upgrade. Make it pretty.	<i>Comment acknowledged.</i>
Could the small road running parallel to Raspberry that branches off the entrance road to Kulis be used as a frontage road to/through South Airpark?	<i>Relocating the access to Kulis through the South Air Park is not considered to be feasible due to the existing development pattern at South Air Park and the elevation difference between South Air Park and Kulis. In addition, this would not likely reduce traffic on Raspberry Road but would bring traffic farther west on Raspberry Road.</i>
Make the access road as close to South Airpark Road as possible (where the intersection of Sand Lake is now). The less traffic running up and down in front of Raspberry homeowners, the better.	
Could the airport remove the fuel tanks in the northeast corner of Kulis and put in a vegetation buffer?	<i>The airport has requested that DOD remove the fuel tanks in the northeast corner of the site prior to the site being returned to the airport. The airport will consider a vegetated buffer for this area as plans mature over the next 5 years or more.</i>
Revegetate the disturbed areas.	<i>Any disturbed site will be required to be revegetated.</i>
<b>Comments not related to Kulis Redevelopment Plan</b>	
A new hangar has been constructed on South Air Park within the last three weeks.	<i>Two new open-ended hangers have recently been constructed in this area by the airport tenant for the purpose of reducing the amount of deicing fluid used to deice their aircraft.</i>

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<b>Comments not related to Kulis Redevelopment Plan (continued)</b>	
I am very concerned about the rumors I am hearing about land on Delong Lake being developed into high density housing.	<i>The airport is not aware of any proposals for high density housing at Delong Lake. Airport land in this area will not be permitted to be developed for housing.</i>
Has the FCC property been promised to ANC upon its vacation of the site?	<i>ANC has not been "promised" the property; however, the State has indicated that they would like the property. ANC is working with BLM to acquire the property as part of the State land selection process.</i>
The original airport development never intended for development to occur as far south as it did.	<i>The airport was given over 4,000 acres of land to assure that it had adequate land for future growth and development, including lands adjacent to and south of Raspberry Road. The airport has allowed the community to use many of these lands for recreation uses until they are needed for airport operations.</i>
Double check that east side airport boundary is correct on all maps.	<i>Property boundary confirmed.</i>
What taxes does Kulis pay to the city? What taxes does the airport pay to the city?	<i>Both the Air National Guard and the airport (ANC) are government agencies and do not pay taxes. Tenants of the airport do pay taxes on their site improvements.</i>
What are the plans for the area north of Air Guard Road & DeLong Drive?	<i>The area would be expensive to develop and there are currently no specific plans for it. Use of this area will be addressed again in the next master plan.</i>
Who is responsible for the electric power line that runs along the boundary between Kulis and the east neighborhood? Who is liable if someone is hurt? The line hangs very low.	<i>The electric power line and poles are owned by Chugach Electric Association (CEA). ACS and/or GCI may also have utility lines hung on CEA's poles, and these would be lower than the electric line. Residents should contact CEA to discuss concerns about this line.</i>

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<b>Comments on Public Involvement/Requests for Information</b>	
Is it possible to send me an electronic version of the presentation that will be given.	<i>Copies of all presentations and boards are posted on the project website after each public meeting.</i>
Handouts from the meeting would have been appreciated.	<i>Copies of all presentations and boards are posted on the project website after each public meeting.</i>
All questions and concerns should be tracked and addressed as opposed to just those most frequently received.	<i>This summary includes all comments received via e-mail or comment form and attempts to capture comments made at public meetings.</i>
Please send information regarding meetings and other changes to our e-mail addresses.	<i>Added to mailing list.</i>
I would like to receive project updates and notice of future meetings regarding the Kulis Land Use Plan.	<i>Added to mailing list.</i>
I would like to know about these meetings and be put on the e-mail list.	<i>Added to mailing list.</i>
Have the homeowner's association members along DeLong Lake been notified?	<i>Residents in the area east of the Kulis site, west of Jewel Lake Road, and north of Raspberry Road were included in the initial mailing list. There is no known reference/source that identifies Homeowners Associations representing neighborhoods surrounding the project area.</i>
Appreciate Tom Middendorf walking around the neighborhood on Air Guard Road to talk with residents in advance of tonight's public meeting.	<i>Comment acknowledged.</i>
Neighbors would like a tour of the base after the Guard ceases operation.	<i>Will be considered once Guard vacates site.</i>
How long will the project team be taking comments?	<i>An e-mail will be sent out when the draft report is posted on-line in August. The planning team will accept comments through September 2010. The final report is due out in October.</i>
The plan is fairly general. Neighbors would like to have input when specific developments are proposed.	<i>Comment acknowledged.</i>